

GEORGIA TRANSPORTATION INFRASTRUCTURE BANK (GTIB)

APPLICATION (For Loans and Grants)

*****Please read *Instructions for Application Submittal* prior to filling out Application*****

1) TYPE OF GTIB ASSISTANCE REQUESTED

Check one of the following:

<input checked="" type="checkbox"/> GRANT	Please check GTIB website for latest Grant program eligibility and restrictions.
<input type="checkbox"/> LOAN	All loan Applicants are required to submit a completed Financial Documentation Form in addition to this GTIB Application. The form is available on the GTIB website.

2) CONTACT INFORMATION

Applicant Information

Date: October 31, 2013

Project Applicant: City of Sandy Springs, Georgia

Classification of Applicant (State, County, City, CID, etc.): City

Prepared by: Kristen Wescott, Transportation Planner

Department/Division of Applicant receiving GTIB proceeds: Public Works

Contact person/title: Marty Martin, CIP Unit Manager

Street address or post office box: 7840 Roswell Road, Building 500

City, State, & Zip Code: Sandy Springs, GA 30350

Telephone Number: 770-206-2012

Fax Number: 770-206-2578

E-mail Address: mmartin@sandyspringsga.gov

Applicant's fiscal year ends: June 30

**Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013**

Additional Contact Information:

Attorney

Contact person/title: Wendell K. Willard, City Attorney
Street address or post office box: 7840 Roswell Road, Building 500
City, State, & Zip Code: Sandy Springs, GA 30350
Telephone Number: 770-481-7110, 770-206-1411
Fax Number: 770-481-7111
E-mail Address: wkwillard@wendellwillard.com

Independent Auditor

Contact person/title: Adam Fraley, Partner, Mauldin and Jenkins
Street address or post office box: 200 Galleria Parkway, Suite 700
City, State, & Zip Code: Atlanta, GA 30339
Telephone Number: 770-955-8600
Fax Number: 678-742-6788
E-mail Address: afraley@mjcpc.com

Finance Director

Contact person/title: Karen Ellis, Finance Director
Street address or post office box: 7840 Roswell Road, Building 500
City, State, & Zip Code: Sandy Springs, GA 30350
Telephone Number: 770-206-1457
Fax Number: 770-206-1480
E-mail Address: kellis@sandyspringsga.gov

3) PROJECT OVERVIEW

Name of project: Windsor Parkway Realignment at State Route (SR) 9/Roswell Road
Project type (road, bridge, etc.): Roadway project
Project location: Windsor Parkway at SR 9/Roswell Road Intersection
Is the project in the STIP or any regional plan? Yes
If answer to the above question is "yes," which plan?/ what is the project number? Although not identified as a specific project, the Atlanta Regional Commission (ARC) Plan2040 Regional Transportation Plan (RTP) has designated priority corridors from both a transportation improvement and land use perspective. Within the adopted Plan2040 RTP, ARC has designated SR 9 as part of the Regional Thoroughfare Network (RTN) and it is also included in the new National Highway System (NHS) network. In addition, as included in the Plan2040 Unified Growth Policy Map (UGPM), this section of SR 9 has been identified as a "Redevelopment

Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013

Corridor". (See CD of supplemental materials for excerpts from the RTP and PLAN 2040 Regional Development Guide).

The project was identified in the 2008 *Sandy Springs Transportation Master Plan* as Project B5 (Table B1.B), in the 2008 *Roswell Road Corridor LCI Study*, where it was included as an element of the Windsor Parkway Node Concept Plan (page 76), and in the City's 2027 *Comprehensive Plan* as Project B5 (Table T3B). In the GRTA Notice of Decision (NOD) for Development of Regional Impact (DRI) 2290, Chastain Mixed Use dated January 30, 2013, realigning Windsor Parkway to connect to the main entry of the Chastain Mixed Use development was a condition set forth in the NOD.

Current Project Phase/Status:* Preliminary Engineering

*(Preliminary Engineering, Right of Way Acquisition (ROW), Construction)

Estimated project planning start date: October 2013

Estimated construction start date: July 2014

Estimated completion date: July 2015

Provide a description of the transportation project (including concept, type and purpose of project):

The Atlanta Regional Commission (ARC) found that DRI 2290 is in the best interest of the Region, and therefore, of the State. DRI 2290 is a major mixed use redevelopment of 21.3 acres at the intersection of Windsor Parkway at SR 9/Roswell. The redevelopment proposed will result in 30,000 square feet of office development, 90,000 square feet of retail/residential use, and 630 residential units in a live-work-play development replacing an aging apartment complex. Windsor Parkway at SR 9/Roswell Road Realignment project is a condition of the GRTA NOD for DRI 2290. SR 9 has a roadway classification of Urban Principal Arterial and serves as a major north-south highway extending from the City of Atlanta to North Georgia. Windsor Parkway is classified as a Urban Collector Street. With completion of this project, regional transportation along this corridor will improve as well as on surrounding streets. The project will correct a design and capacity deficiency resulting in less vehicle delay, more efficient operations, and facilitate safer movement through the intersection.

In the existing condition, Windsor Parkway intersects Roswell Road at a 57 degree skew angle. At Roswell Road, Windsor Parkway has only a two-lane approach with a shared through-left turn lane and a right turn lane. Due to the skew angle and alignment offset, traffic signal operations preclude east and west movements at the same time, resulting in a split-phase operation, creating additional delay for all intersection movements. The project will correct existing design deficiencies experienced as a result of the intersection being skewed, improve safety, reduce travel delay by adding turn lanes, remove the split-phase signal timing, add sidewalks and pedestrian crossings, and provide connectivity among adjacent land uses. The concept realigns Windsor Parkway to the north of its current intersection at a 90 degree angle

intersection and provides two westbound left turn lanes and one through-right turn lane. The realignment to the north increases the signal separation from West Wieuca Road which will correct existing weaving and stacking deficiencies. Currently, the intersection operates at Level of Service (LOS) E/F.

4) PROJECT BENEFITS

A. Degree of transportation problem that the proposed project seeks to address:

In 300 words or less, describe the scope of the current transportation problem and how the project is expected to improve the situation. The explanation should include how the project will advance a strong transportation need and derive a strong public benefit as a result. If applicable, the answer should also describe how the project will improve the efficiency of the local, regional or State's transportation system or the efficiency/reliability of commutes in local communities or major metropolitan areas.

SR9/Roswell Road at this location carries approximately 33,000 vehicles per day (vpd), and Windsor Parkway carries 11,000 vpd. Numerous major businesses and neighborhoods are economically dependent upon efficient transportation along Roswell Road and experience daily congestion and delay at the existing intersection, which negatively impacts quality of life.

The existing Windsor Parkway at SR 9/Roswell Road intersection is deficient due to its current design and does not serve the current and future travel demand at the intersection. The intersection has experienced a high level of crashes with 103 reported crashes between January 2009 and May 2013. Of these crashes, 47 were head-on, angle, or opposite side swipe crashes. The existing LOS analysis indicates LOS E/F during the peak period for the intersection. Existing traffic volumes on westbound Windsor Parkway already exceed the threshold to warrant an additional left turn lane. In addition, on SR 9/Roswell Road, the separation between signalized intersections does not meet Georgia Department of Transportation (GDOT) design standards at 700 feet. As a result, the vehicle stacking and weaving movements result in poor overall traffic operations. At the intersection, the vehicle queue northbound on Roswell Road frequently extends more than a quarter mile south into a heavily congested commercial and residential district.

The project would realign and reconstruct the intersection to correct the design and capacity deficiencies. Windsor Parkway would be shifted north of the existing intersection thereby correcting the skew, resulting in a 90 degree intersection. By realigning the intersection, the split-phase signal requirement would be eliminated. Westbound Windsor Parkway would be widened to include a shared through- right turn lane and two left turn lanes. With the modifications, the LOS is anticipated to improve to LOS C for the AM and PM peak hours through the year 2027.

B. Impact of the proposed project on public mobility, congestion and safety:

In 300 words or less, describe how the project would improve any or all of the following areas: mobility, border-to-border and interregional connectivity, local connectivity to the state-wide transportation network, inter-modalism, congestion, reduction of accidents resulting in injury and loss of life, and/or any additional improvements in land-use or the environment.

Coordination of stakeholders for the implementation of the DRI will provide significant congestion mitigation, reduce crashes, and enhance overall functionality of the SR 9/Roswell Road regional corridor between Atlanta and North Georgia. The Roswell Road Corridor LCI Study in 2008 identified the area around the intersection of SR 9/Roswell Road and Windsor Parkway as the Windsor Parkway Node. The LCI report proposed a mixed use redevelopment plan just west of the intersection in the Node. The 2027 Comprehensive Plan likewise identified the Windsor Parkway Node for redevelopment supporting Live-Work-Neighborhood development, combining residential, commercial and office uses. The Comprehensive Plan identified the desire to create a neighborhood-scale development and promoted access management for Roswell Road by supporting a reduction in curb cuts.

In 2012, a private firm filed a rezoning petition to create a mixed use development within the Windsor Parkway node. On July 16, 2013, the Sandy Springs City Council approved the rezoning application for 21.246 acres to MIX (Mixed Use District) (Ordinance No. 2013-07-10, Petition No. 201201766). The application permits development of up to 30,000 gross square feet of office development, up to 90,000 gross square feet of restaurant/retail use, and up to 630 residential units. Due to the intensity of the development, the development was required to undertake state and regional DRI review (DRI 2290). Both ARC and GRTA approved the DRI. Transportation conditions resulting from the GRTA NOD provide for aligning the main entrance for the mixed use development with the realigned Windsor Parkway at SR 9/Roswell Road. In addition, the conditions limit the development to two driveways on Roswell Road, provide pedestrian circulation throughout the site and along the entire property frontage of Roswell Road, and provide bus shelters to serve MARTA bus routes on Roswell Road.

C. Acceleration of high priority transportation projects:

In 300 words or less, describe how potential assistance from the GTIB will expedite the project. If applicable, explain how the project would coordinate transportation investment with development patterns in major metropolitan areas and manage market driven travel demand.

The realignment of Windsor Parkway at SR 9/Roswell Road exemplifies the nexus between land use redevelopment and complementary transportation investment in infrastructure improvements. As envisioned in the *Roswell Road Corridor LCI Study* completed in 2008, the project will create a modern urban framework and update a substandard intersection. As such, the project is complementary to redevelopment of the Windsor Parkway node.

In 2012, a firm interested in creating a live-work-play development large enough to meet the DRI criteria at this intersection approached the City. Since the project had already been identified as priority, staff was able to accelerate planning and concept design efforts to accommodate the desired timeline. If the City had elected not to take action, it would have exacerbated existing transportation challenges and delayed redevelopment that is needed to enhance quality of life.

While the City Council approved the project concept on July 16, 2013, and staff initiated design consultant procurement in August 2013, GTIB funding will allow the City to further expedite acquisition of right-of-way and construction. Should the City be awarded GTIB funds, existing prioritized City capital transportation projects can continue on schedule, and the realignment of Windsor Parkway at SR 9/Roswell Road will be advanced to coincide with the aggressive redevelopment schedule.

This project falls within the purview of multiple State agencies and Local jurisdictions. The City has taken sole responsibility to design and construct the realignment project. As a result of DRI process, DRI 2290 caused the realignment of Windsor Parkway at SR 9/Roswell Road to connect to the redevelopment site's primary entrance. Due to limited funding sources, if the City had not taken action, the project would remain in jeopardy of not being constructed in a timely manner to coincide with the redevelopment and its regional impacts.

D. Innovation (Optional):

In 300 words or less, describe any unique/innovative characteristics, methods or approaches (eg. new technology, inventive design, etc.) to be used in the implementation of the project.

**Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013**

SR 9/Roswell Road was designated a first tier regional corridor in the GDOT Regional Transportation Operations Program (RTOP). Under RTOP, the City of Sandy Springs has coordinated with GDOT and the North Fulton County cities to improve signal timing along SR 9. Early results from the RTOP program show a significant improvement in mobility for the corridor between the City of Atlanta and I-285. Average speeds during the afternoon peak period have increased by over 35% and the travel time has decreased by over 25%.

Sandy Springs received a grant from ARC to design and implement an adaptive signal timing project from the city limits of Atlanta to Abernathy Road (FN-282, PI 12629). As part of the City's expansion of the Advanced Traffic Management System (ATMS), the project will extend adaptive signal timing technology southward to improve traffic flow, reduce vehicle emissions, and reduce fuel consumption through improved signal timing. As detailed in the Project Description, the current condition at SR 9 and Windsor Parkway reduces vehicle throughput due to its substandard intersection design. The proposed realignment project will remove a major chokepoint in the regional corridor and further enhance the anticipated results from the implementation of the ATMS project.

E. Ability to enhance and/or create economic benefits for the local community, region or State:

In 300 words or less, explain how the local community, region or state would benefit economically from the project. Answers may include, but not be limited to, a description of the estimated reduction in state or local unemployment, attraction of new business to the state, growth in private-sector employment, improved access to jobs, the optimization of capital asset management, and/or improved efficiencies of freight, cargo, and goods movement. Please cite all sources used to determine benefits (i.e. cost-benefit analyses, economic impact reviews, etc.)

The project will connect to the redevelopment of the Windsor Parkway Node, an \$86 million project which includes 630 housing units and up to 30,000 gross square feet of office space and up to 90,000 gross square feet of restaurant and retail uses. The existing land use at the location is all residential and the redevelopment will add approximately 200 more housing units. Because of the addition of office and retail uses, the redevelopment will include access to approximately 200 new jobs that were not previously located at the intersection. The planned anchor retail tenant is new to the Atlanta market and is likely to stimulate additional demand for similar retailers. Because it will be generating new demand in the area, the project is also likely to encourage redevelopment of other older adjacent properties.

The project will correct network capacity issues on the major commercial corridor in this area. Improving the intersection geometrics will aid in freight delivery by implementing current design standards. Easing congestion through this corridor will result in continued attractiveness for private reinvestment along this stretch of Roswell Road, which is an economic development goal of the City and the region.

Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013

F. Project Feasibility:

In 300 words or less, explain the project's consistency with local and regional plans. Explain how project contingencies have been provided for and note any backup sources of revenue/funds that will ensure project completion. Explain all critical factors necessary for the project's success, including a list of all federal, state, and local permits and approvals required for the project. Please provide the status of each necessary approval. If not already secured, explain in detail each step that will be taken to obtain necessary environmental and construction approvals. Please provide anticipated approval dates of any approvals that have not yet been secured.

The project is consistent with local and regional plans, and as noted in the Project Overview, the project was identified in earlier adopted Sandy Springs plans including:

- 2008 Sandy Springs Transportation Master Plan as Project B5 (Table B1.B)
- 2008 Roswell Road Corridor LCI Study, where it was included as an element of the Windsor Parkway Node Concept Plan (page 76)
- 2013 Roswell Road Corridor LCI 5-Year Update (Table 3)
- 2027 Comprehensive Plan as Project B5 (Table T3B)

In the GRTA NOD for DRI #2290 dated January 30, 2013, realigning Windsor Parkway was a condition set forth in the NOD. In addition, the project supports improved mobility and connectivity on a critical state route.

The City will undertake the project as a local project so no federal process will be required. The project will disturb more than an acre of land and involves a state route, so the City anticipates obtaining the following permits with anticipated approval dates:

- Georgia Environmental Protection Division National Pollution Discharge Elimination System (NPDES) permit for Stormwater discharge through (estimated: April 2014)
- Georgia Environmental Policy Act (GEPA) (estimated: February 2014)
- Georgia DOT Right-of-way encroachment permit (estimated: April 2014)
- Georgia DOT signal permit (estimated: April 2014)

Sandy Springs also requires that its capital transportation projects be reviewed for compliance with its Development Ordinance and issuance of a Land Disturbance Permit (approval: month, year).

5) PROJECT FINANCE PLAN SUMMARY

In 300 words or less, provide a summary of the proposed finance plan that fully details the entire funding of the project, including contingencies. The summary should include a detailed written description of the status of all project funding sources, back-up project funding sources, and the completion of the below fields.

**Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013**

If bonds or other non-GTIB indebtedness have already been issued to finance a portion of the project's costs, the financial plan should provide details of the issuance (terms, sources & uses, credit ratings, debt service requirements, etc.). If the issuance received a credit rating below investment grade "BBB," explain in detail any deficiency that led to that rating. If applicable, please provide copies of any bond documents related to the issuance, such as an Official Statement (OS).

If bonds or other non-GTIB indebtedness are contemplated for funding a portion of the project's costs in the future, provide an explanation of the issuance. Explanations should include the proposed bond's structure, time-line, and status of resolutions/approvals. If applicant is requesting a loan from the GTIB, explain how any issuance will acknowledge the responsibility of GTIB loan payments.

The project funding sources include local funds. No federal funds are being sought for the project. City Council approved funding for the Windsor Parkway Realignment project that could include allocating City Impact Fees, Development Authority Bond Financing, and reallocation of funds from other transportation Capital Improvement Projects (CIP) to expedite design and construction. Since this is a regional corridor of significance, the City is seeking both a grant and a loan through the GTIB program to expedite project delivery. The total cost of the project is \$3,946,609.00. The City is requesting \$750,000.00 in GTIB grant funding and \$2,750,000.00 in GTIB loan funding. The remaining \$446,609.00 is City funds. If the funds sought from the GTIB grant and loan programs are awarded, it is not anticipated that any bond financing will be needed to complete the project.

Sources of Funds (including any funds already expended):

Requested GTIB Funding:*	\$	750,000.00	
Requested GTIB Funding:*	\$	2,750,000.00	
Federal Funding: **	\$	0.00	Type: _____
State Funding:	\$	0.00	Type: _____
CID Funding:	\$	0.00	Type: _____
City Funding:	\$	446,609.00	Type: City Funds
County Funding:	\$	0.00	Type: _____
Private Funding:	\$	0.00	Type: _____
Total:	\$	3,946,609.00	

Total capital already contributed to project: \$221,405.00

Source(s) of the capital already contributed to project: City Funds

Total remaining funds required to complete project: \$ 3,725,204.00

(Note: Total capital already contributed to project plus total remaining funds required to complete project should together equal the total amount in the sources of funds)

**Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013**

**Please refer to GTIB Website for GTIB funding limits and restrictions.*

***Please explain if the federal funding is from general federal funds or from a special earmark.*

Uses of Funds (including any funds already expended):

Preliminary Engineering:	\$ 261,405.00
Right of Way (ROW):	\$ 1,721,553.00
ROW Contingency:	\$ 149,700.00
Construction:	\$ 1,687,056.00
Construction Contingency:	\$ 126,895.00
Total (should match sources total):	\$ 3,946,609.00

Please indicate the specific proposed use/ project phase of GTIB funds: Right of Way and Construction

Please fill out the following if bonds or debt will be used to finance any portion of the project:
As stated above, if GTIB grant and loan funds are awarded, we do not anticipate that any bonds will be sold to finance this project.

Anticipated date of Bond sale: N/A
Type of bond (General Obligation/Revenue): N/A
Tax exempt status: N/A
Issuer: N/A
Expected Credit rating: N/A

6) LOAN TERMS (TO BE COMPLETED ONLY BY LOAN APPLICANTS)

This section is not applicable to the grant application.

Requested term of loan in years: N/A Minimum 5 years; maximum is the lesser of 20 years or the useful life of the project)

Estimated draw-down schedule of funds:*

Year 1: Amount \$ N/A
Year 2: Amount \$ N/A
Year 3: Amount \$ N/A
Year 4: Amount \$ N/A
Year 5: Amount \$ N/A

**All funds may be spent-down in first year; the maximum spend-down period is 5 years.*

Repayment source(s) that will be used to service the loan: N/A
Is repayment source(s) currently being used to secure other debt? N/A

**Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013**

Will repayment source(s) be used to secure other debt in the future? N/A

Additional backup repayment source: N/A

7) REQUIRED DOCUMENTS

To be submitted to the State Road & Tollway Authority by mail per the “*Instructions for Application Submittal*.”

- A map of the project with the project area and location highlighted; beginning and end points need to be clearly marked, providing sufficient detail on communities affected.
- Preliminary engineering plans/ cost estimation/ environmental documents or studies. For public roadway projects, the Applicant shall include a preliminary design study that details initial route and potential alignments, the location of all right-of-way, facilities and equipment required to make the project functional, and any revisions or changes to the state highway system facilities necessitated by the project. All estimates for project costs must be recent or confirmed (within the last six months) by a credible consultant, CPA firm, or other trustworthy source and should be provided in the year of expenditure indicating the anticipated inflation rate. In addition, an adequate contingency amount must be included to allow for unexpected expenses.
- Documentation to verify funding sources: if funds other than project revenues are committed to repay the loan, such as taxes, the Applicant must provide proof of commitment of these funds such as a city/ county commission resolution.
- A copy of the bond-rating letter or Official Statement (OS), if the jurisdiction has issued rated or insured debt in the past.
- Any other project related documents necessary to complete evaluation.

REMAINDER OF PAGE LEFT BLANK

Georgia Transportation Infrastructure Bank
City of Sandy Springs Application - Grant
Windsor Parkway Realignment at SR 9/Roswell Road
October 31, 2013

8) ATTESTATION

Under penalty of perjury, I declare and affirm that:

The Applicant has the authority to request and incur the liabilities and obligations described in this Application and, upon approval, will enter into a closing contract.

The Applicant has held any locally required public hearings or notices and will comply with all applicable state and federal regulations and requirements.

To the best of my knowledge all information contained in this Application is valid and accurate.

The governing body of the undersigned jurisdiction at its October 15, 2013 (date) meeting authorized the submission of this Application.

The undersigned official has the authority to sign this Application and bind the Applicant.

Signature John McDonough
(authorized official)

Title City Manager

Jurisdiction City of Sandy Springs

Name John McDonough
(type or print)

Date October 31, 2013

Sworn to and subscribed before me this OCTOBER 31ST, 2013

Michael D Casey
(Notary Public)

My commission expires: JAN. 11, 2017





Letters of Support

301-A Coverdell Legislative Office Building
18 Capitol Square, SW
Atlanta, Georgia 30334
(404) 463-8055

District Mailing Address
P. O. Box 215, Suite 430
885 Woodstock Road
Roswell, GA 30075



COMMITTEES:

State Institutions and Property, Chairman
Public Safety, Vice Chairman
Economic Development
Finance

john@senatorialbers.com
www.senatorialbers.com

Senator John Albers
District 56

October 31, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue
4th Floor
Atlanta, Georgia 30334

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road

Dear Mr. Tomlinson:

As a member of the Georgia General Assembly, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.

Representing the City of Sandy Springs, I am keenly aware of the importance of this project to improve transportation options for the metro Atlanta area. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program. Please do not hesitate to contact me if I may provide additional information.

Sincerely,

John Albers

cc: Sandy Springs City Manager Eden Freeman (efreeman@sandyspringsga.gov)
Rep. Wendell Willard (wkwillard@wendellwillard.com)



House of Representatives

LYNNE RILEY
REPRESENTATIVE, DISTRICT 50
10605 WREN RIDGE ROAD
JOHNS CREEK, GEORGIA 30022

(770) 664-0436 (OFFICE)
E-Mail: Lynne.Riley@house.ga.gov

504 COVERDELL LEGISLATIVE OFFICE BUILDING
ATLANTA, GEORGIA 30334

(404) 656-0188 (OFFICE)
(404) 651-8086 (FAX)

STANDING COMMITTEES:

MARTOC
NATURAL RESOURCES & ENVIRONMENT
RETIREMENT
WAYS & MEANS

FULTON COUNTY HOUSE DELEGATION
CHAIRWOMAN

October 30, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue, 4th Floor
Atlanta, Georgia 30334

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road

Dear Mr. Tomlinson:

As a member of the Georgia General Assembly, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.

I am keenly aware of the importance of this project to improve transportation options for the metro Atlanta area. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program.

Very Truly Yours,

Representative Lynne Riley



House of Representatives

WENDELL K. WILLARD
REPRESENTATIVE, DISTRICT 49
755 RIVER GATE DRIVE
ATLANTA, GEORGIA 30350
(770) 481-7100 (O)
(770) 392-0676 (H)
(404) 657-8277 (FAX)
E-MAIL: wendell.willard@house.ga.gov

STATE CAPITOL, ROOM 132
ATLANTA, GEORGIA 30334
(404) 656-5125

STANDING
COMMITTEES:
JUDICIARY (CIVIL), CHAIRMAN
RULES, VICE-CHAIRMAN
APPROPRIATIONS
ETHICS
STATE PLANNING & COMMUNITY
AFFAIRS

October 30, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue
4th Floor
Atlanta, Georgia 30334

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road

Dear Mr. Tomlinson:

As a member of the Georgia General Assembly, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.

Representing the City of Sandy Springs, I am keenly aware of the importance of this project to improve transportation options for the metro Atlanta area. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program. Please do not hesitate to contact me if I may provide additional information.

With kind regards, I remain,

Sincerely,

Wendell K. Willard, House District 51



House of Representatives

JOE WILKINSON
REPRESENTATIVE, DISTRICT 52
200 River Vista Drive
Unit # 203
Atlanta, Georgia 30339
(678) 398-7383 (O)
(404) 843-8630 (H)
EMAIL: joe@joewilkinson.org

STATE CAPITOL, ROOM 415
ATLANTA, GEORGIA 30334
(404) 463-8143
(404) 657-8278 (FAX)

STANDING COMMITTEES:

ETHICS, CHAIRMAN
ECONOMIC DEVELOPMENT & TOURISM
HEALTH & HUMAN SERVICES
INSURANCE
NATURAL RESOURCES & ENVIRONMENT
JUDICIARY (EX-OFFICIO)

October 30, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue
4th Floor
Atlanta, Georgia 30334

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road


Dear Mr. Tomlinson:

As a member of the Georgia General Assembly, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.

Representing the City of Sandy Springs, I am keenly aware of the importance of this project to improve transportation options for the metro Atlanta area. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program. Please do not hesitate to contact me if I may provide additional information.

Sincerely,



Joe Wilkinson



STANDING COMMITTEES

APPROPRIATIONS
EDUCATION
ETHICS
INDUSTRIAL RELATIONS
JUDICIARY
RULES

EDWARD LINDSEY
REPRESENTATIVE, DISTRICT 54
3340 PEACHTREE ROAD
SUITE 2100
ATLANTA, GEORGIA 30326
404-926-4155
EDWARD.LINDSEY@HOUSE.GA.GOV

HOUSE OF REPRESENTATIVES
415 STATE CAPITOL
ATLANTA, GA 30334
404-656-5024
404-657-8278 fax

October 30, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue
4th Floor
Atlanta, Georgia 30334

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road

Dear Mr. Tomlinson:

As a member of the Georgia General Assembly, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.

Representing the City of Sandy Springs, I am keenly aware of the importance of this project to improve transportation options for the metro Atlanta area. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program. Please do not hesitate to contact me if I may provide additional information.

Sincerely,

Representative Edward Lindsey
House District 54

October 31, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue
4th Floor
Atlanta, Georgia 30334

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road

Dear Mr. Tomlinson:

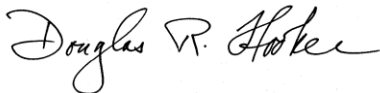
As Executive Director of the Atlanta Regional Commission, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.

As an active partner with the City of Sandy Springs to improve transportation options in the Perimeter market, the Atlanta Regional Commission is keenly aware of the importance of this project. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

We fully anticipate continuing our collaborative partnerships with the City of Sandy Springs not only for this project, but many others.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program. Please do not hesitate to contact me if I may provide additional information.

Sincerely,



Douglas R. Hooker
Executive Director

DRH:cmwf



October 30, 2013

Mr. Christopher Tomlinson
Executive Director and Board Secretary
State Road and Tollway Authority
47 Trinity Avenue
4th Floor
Atlanta, Georgia 30334

7000 Central Parkway

Suite 230

Sandy Springs, GA 30328

Phone 678-443-2990

Fax 678-443-2993

RE: Letter of Support for City of Sandy Springs
Application for Grant Funding to Support Windsor Parkway Realignment
at SR 9/Roswell Road

Dear Mr. Tomlinson:

As President and CEO of Sandy Springs/Perimeter Chamber of Commerce, I am pleased to submit this letter of support for the City of Sandy Springs' application for grant funding under the 2013 Georgia Transportation Infrastructure Bank (GTIB) Grant Program.


As an active partner with the City of Sandy Springs to improve transportation options in the Perimeter market, Sandy Springs/Perimeter Chamber of Commerce is keenly aware of the importance of this project. In July 2013, the Sandy Springs City Council passed a resolution approving the realignment of Windsor Parkway with State Route 9/Roswell Road, correcting an awkward intersection that currently has a 57-degree angle intersect at a major entryway into the City.

We fully anticipate continuing our collaborative partnerships with the City of Sandy Springs not only for this project, but many others.

I urge your favorable consideration of this application as it embodies the spirit of the GTIB Grant Program. Please do not hesitate to contact me if I may provide additional information.

With kind regards, I remain,

Sincerely,


Tom Mahaffey
President/CEO
Sandy Springs/Perimeter Chamber of Commerce



Council Resolution

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS,
GEORGIA, AUTHORIZING THE SUBMISSION OF AN APPLICATION UNDER THE
GEORGIA TRANSPORTATION INFRASTRUCTURE BANK GRANT PROGRAM FOR
THE WINDSOR PARKWAY REALIGNMENT AT SR 9/ROSWELL ROAD PROJECT**

WHEREAS, the Windsor Parkway/Roswell Road Intersection Improvement Project ("Project") has been identified in the Roswell Corridor LCI (2008), the City of Sandy Springs ("City") Transportation Master Plan (2008), and the City's 2027 Comprehensive Plan (2007); and

WHEREAS, City staff engaged consultants to prepare evaluations and cost estimates related to properties to be impacted by the Project and interacted with property owners to seek input on alternative alignments for the Windsor Parkway/Roswell Road intersection; and

WHEREAS, three (3) alternative alignments for the Project were developed by City staff and designated as Option #1A, Option #1B, and Option #2; and

WHEREAS, following discussions with the Georgia Regional Transportation Authority and the Georgia Department of Transportation, review of studies and reports from consultants, and input from property owners and neighborhood citizens, City staff recommended that City Council adopt Option #1B for the Windsor Parkway/Roswell Road intersection relocation based on safety enhancement, traffic operation improvements, and cost effectiveness to the City and taxpayers; and

WHEREAS, at its July 16, 2013 meeting, City Council approved the Windsor Parkway Realignment at SR 9/Roswell Road, Option #1B with an estimated total cost of \$3,700,000; and

WHEREAS, the City has identified a potential grant funding opportunity for the Project through the Georgia Transportation Infrastructure Bank overseen by the State Road and Tollway Authority and desires to pursue such opportunity by completing and submitting an application for such funds ("Grant Application");

NOW, THEREFORE, BE IT RESOLVED by the City Council, as the governing authority of the City of Sandy Springs, Georgia, after public hearing and the recommendation of City staff, that:

1. City staff is authorized to prepare the Grant Application for up to \$750,000 in grant funding to support Project; and
2. The City Manager is authorized to execute, on behalf of the City, the Grant Application and to ensure its submission to the State Road and Tollway Authority prior to the October 31, 2013 deadline and to take such other action as may be required to pursue the grant funding for the Project.

RESOLUTION NO. 2013-10-65

RESOLVED this the 15th day of October, 2013.

Approved:

Eva Galambos
Eva Galambos, Mayor

Attest:

Michael Casey
Michael Casey, City Clerk

(Seal)





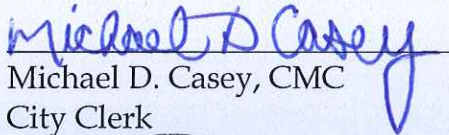
Certified Council Minutes



CERTIFICATE

I, Michael D. Casey, City Clerk and Custodian of Records for the City of Sandy Springs, Georgia, hereby certify that the four (4) pages of photocopied matter attached hereto is a true and correct copy of the Summary Meeting Minutes of the **Regular Meeting of the City of Sandy Springs City Council** held on October 15, 2013.

This 30th day of October, 2013.


Michael D. Casey, CMC
City Clerk



CITY CLERK



CITY COUNCIL

Eva Galambos, Mayor

John Paulson – District 1

Dianne Fries – District 2

Chip Collins – District 3

Gabriel Sterling – District 4

Tibby DeJulio – District 5

Karen Meinzen McEnery – District 6

Tuesday, October 15, 2013

Summary Minutes

6:00 PM

A) INVOCATION – Pastor David Shivers, First Baptist Church of Sandy Springs

B) CALL TO ORDER – Mayor Eva Galambos

Mayor Eva Galambos called the meeting to order at 6:05 p.m.

C) ROLL CALL AND GENERAL ANNOUNCEMENTS

Mayor: Mayor Eva Galambos present

Councilmembers: Councilmember John Paulson, Councilmember Dianne Fries, Councilmember Chip Collins, Councilmember Gabriel Sterling, Councilmember Tibby DeJulio, and Councilmember Karen Meinzen McEnery present.

D) PLEDGE OF ALLEGIANCE – Mayor Eva Galambos

E) APPROVAL OF MEETING AGENDA

Motion and Vote: Councilmember Fries moved to approve the Regular Meeting agenda for October 15, 2013. Councilmember Sterling seconded the motion. The motion carried unanimously.

F) CONSENT AGENDA

(Agenda Item No. 13-182)

1. Meeting Minutes:
 - a) October 1, 2013 Regular Meeting
 - b) October 1, 2013 Work Session

(Michael Casey, City Clerk)

(Agenda Item No. 13-183)

2. Acceptance of the Agreement to Purchase Real Estate in connection with the purchase and installation of Tornado Warning Sirens
(Garrin Coleman, Director of Public Works)

Resolution No. 2013-10-63

Motion and Vote: Councilmember Fries moved to approve the Consent Agenda for October 15, 2013. Councilmember Paulson seconded the motion. The motion carried unanimously.

G) PRESENTATIONS *(none)*

H) PUBLIC HEARINGS

(Agenda Item No. 13-184)

1. A Resolution for the Adoption of the Annual Capital Improvement Element (CIE) Update
(Presented by Director of Community Development, Angela Parker)

(Invitation for Public Comment)

Motion and Vote: Councilmember Sterling moved to approve Agenda Item No. 13-184, a Resolution for the Adoption of the Annual Capital Improvement Element (CIE) Update, with an amendment adding the Spalding Road Park to the Parks and Recreation line item. Councilmember Fries seconded the motion. The motion carried unanimously.

Resolution No. 2013-10-64

(Agenda Item No. 13-185)

2. Consideration of Approval of an Application under the Georgia Transportation Infrastructure Bank (GTIB) Grant Program for Windsor Parkway Realignment at SR 9/Roswell Road, CIP T-0045
(Presented by City Manager, John McDonough)

(Invitation for Public Comment)

Motion and Vote: Councilmember DeJulio moved to approve Agenda Item No. 13-185, an application under the Georgia Transportation Infrastructure Bank (GTIB) Grant Program for Windsor Parkway Realignment at SR 9/Roswell Road, CIP T-0045. Councilmember Fries seconded the motion. The motion carried 5-1, with Councilmember Meinzen McEnerny voting in opposition.

Resolution No. 2013-10-65

(Agenda Item No. 13-186)

3. Consideration of Approval of an Application under the Georgia Transportation Infrastructure Bank (GTIB) Loan Program for Windsor Parkway Realignment at SR 9/Roswell Road, CIP T-0045
(Presented by City Manager, John McDonough)

(Invitation for Public Comment)

Motion and Vote: Councilmember DeJulio moved to approve Agenda Item No. 13-186, an application under the Georgia Transportation Infrastructure Bank (GTIB) Loan Program for Windsor Parkway Realignment at SR 9/Roswell Road, CIP T-0045. Councilmember Paulson seconded the motion. The motion carried 5-1, with Councilmember Meinzen McEnerny voting in opposition.

Resolution No. 2013-10-66

(Agenda Item No. 13-187)

4. Consideration of Approval of a Letter of Support for an Application by PCID under the Georgia Transportation Infrastructure Bank (GTIB) Grant Program for a GA 400 South Bound Slip Lane and Design Phase for Abernathy/GA 400 Interchange Improvement Project
(Presented by City Manager, John McDonough)

(Invitation for Public Comment)

Motion and Vote: Councilmember Sterling moved to approve Agenda Item No. 13-187, Approval of a Letter of Support for an Application by PCID under the Georgia Transportation Infrastructure Bank (GTIB) Grant Program for a GA 400 South Bound Slip Lane and Design Phase for Abernathy/GA 400 Interchange Improvement Project. Councilmember Fries seconded the motion. The motion carried unanimously.

I) UNFINISHED BUSINESS *(none)*

J) NEW BUSINESS

(Agenda Item No. 13-188)

1. Proposed 2014 City Council Meeting Schedule
(Presented by City Clerk, Michael Casey)

Motion and Vote: Councilmember Sterling moved to approve Agenda Item No. 13-188, 2014 City Council Meeting Schedule with one modification, changing the September 2, 2014 City Council meeting date to September 9, 2014. Councilmember Meinzen McEnery seconded the motion. The motion carried unanimously.

(Agenda Item No. 13-189)

2. Purchase and Closing of Property Located at the Intersection of Spalding Drive and River Exchange Drive (Tax Parcel 06-0313-LL0364) in Sandy Springs, Georgia
(Presented by Assistant City Attorney, Cecil McLendon)

Motion and Vote: Councilmember Paulson moved to approve Agenda Item No. 13-189, the Purchase and Closing of Property Located at the Intersection of Spalding Drive and River Exchange Drive (Tax Parcel 06-0313-LL0364) in Sandy Springs, Georgia, for the purpose of a public park. Councilmember Fries seconded the motion. The motion carried unanimously.

(Agenda Item No. 13-190)

3. A Resolution Reappointing Member(s) to the Sandy Springs Design Review Board
(Presented by Mayor, Eva Galambos)

Motion and Vote: Councilmember Fries moved to approve Agenda Item No. 13-190, Reappointing Marlese Landeck to the Sandy Springs Design Review Board, for a two month term commencing December 1, 2013 to January 31, 2014. Councilmember Meinzen McEnery seconded the motion. The motion carried unanimously.

Resolution No. 2013-10-67

(Agenda Item No. 13-191)

4. Resolution for the City of Sandy Springs, Georgia, to Submit a Voluntarily Negotiated Certificate Filed with the Commissioner; Authorizing the Mayor, or Mayor Pro Tem, to Execute a Certificate of Distribution; and for Other Purposes
(Presented by City Manager, John McDonough)

Motion and Vote: Councilmember Sterling moved to approve Agenda Item No. 13-191, a Resolution for the City of Sandy Springs, Georgia, to Submit a Voluntarily Negotiated Certificate Filed with the Commissioner; Authorizing the Mayor, or Mayor Pro Tem, to Execute a Certificate of Distribution; and for Other Purposes. Councilmember Meinzen McEnery seconded the motion. The motion carried unanimously.

Resolution No. 2013-10-68

K) REPORTS

1. Mayor and Council Reports

2. Staff Reports

- a) August Financial Report – Karen Ellis
- b) Registered Voter List Update – Michael Casey

L) PUBLIC COMMENT**M) EXECUTIVE SESSION – Litigation and Real Estate**

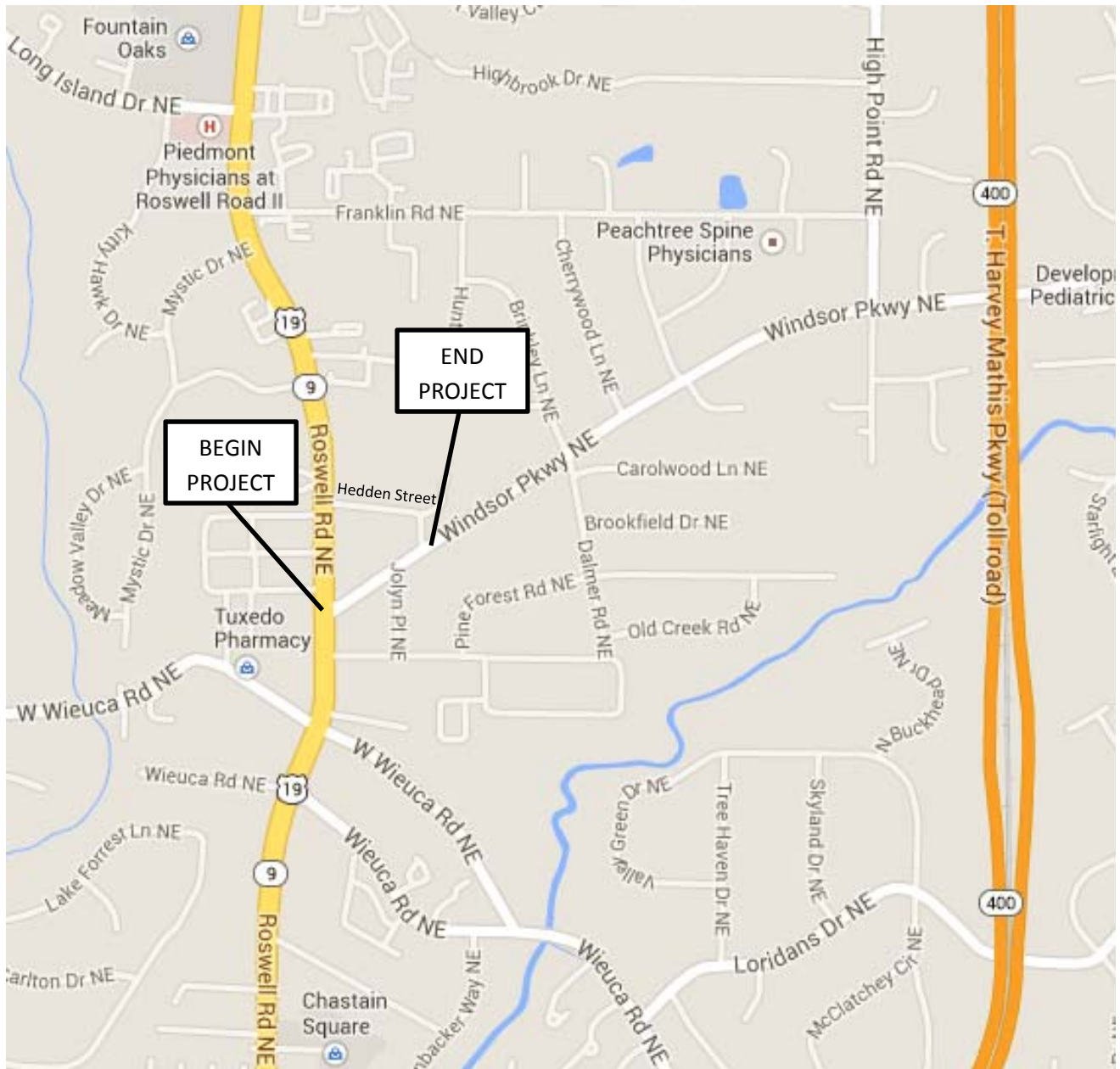
Motion and Vote: Councilmember DeJulio moved to enter into Executive Session to discuss litigation and real estate matters. Councilmember Paulson seconded the motion. The motion carried unanimously, with Councilmember Paulson, Councilmember Fries, Councilmember Collins, Councilmember Sterling, Councilmember DeJulio, and Councilmember Meinzen McEnerny voting in favor of the motion. Executive Session began at 7:15 p.m.

Motion and Vote: Councilmember DeJulio moved to adjourn Executive Session. Councilmember Fries seconded the motion. The motion carried unanimously, with Councilmember Paulson, Councilmember Fries, Councilmember Collins, Councilmember Sterling, Councilmember DeJulio, and Councilmember Meinzen McEnerny voting in favor of the motion. Executive session adjourned at 8:01 p.m.

N) ADJOURNMENT

Motion and Vote: Councilmember DeJulio moved to adjourn the meeting. Councilmember Fries seconded the motion. The motion carried unanimously. The meeting adjourned at 8:01 p.m.

PROJECT LOCATION MAP



Windsor Parkway Relocation at Roswell Road/SR 9

City of Sandy Springs, Georgia



Cost Estimate

Construction Cost Estimate - Relocation of Windsor Parkway (Option #1B)

Section ROADWAY					
Item Number	Item Description	Units	Unit Price	Quantity	Cost
150-1000	TRAFFIC CONTROL	LS	\$150,000.00	1	\$150,000
210-0100	GRADING COMPLETE	LS	\$400,000.00	1	\$400,000
310-1101	GR AGGR BASE CRS, INCL MATL	TN	\$20.00	2,700	\$54,000
318-3000	AGGR SURF CRS	TN	\$20.00	100	\$2,000
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	\$70.00	350	\$24,500
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	\$70.00	400	\$28,000
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	\$70.00	750	\$52,500
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	\$70.00	475	\$33,250
413-1000	BITUM TACK COAT	GL	\$3.00	265	\$795
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	\$5.00	300	\$1,500
441-0104	CONC SIDEWALK, 4 IN	SY	\$25.00	825	\$20,625
441-0740	CONCRETE MEDIAN, 4 IN	SY	\$35.00	50	\$1,750
441-0740	CONCRETE MEDIAN, 4 IN (PAY ITEM FOR STAMPED BRICK CONCRETE STRIP)	SY	\$50.00	35	\$1,750
441-5002	CONCRETE HEADER CURB, 6 IN, TP 2	LF	\$15.00	170	\$2,550
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	\$20.00	2,400	\$48,000
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	\$160.00	50	\$8,000
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	\$32.00	1,250	\$40,000
607-1000	MORTAR RUBBLE MASONRY	CY	\$500.00	175	\$87,500
634-1200	RIGHT OF WAY MARKERS	EA	\$85.00	22	\$1,870
641-1100	GUARDRAIL, TP T	LF	\$60.00	200	\$12,000
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	\$700.00	1	\$700
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	\$2,000.00	1	\$2,000
668-1100	CATCH BASIN, GP 1	EA	\$2,200.00	8	\$17,600
668-4300	STORM SEWER MANHOLE, TP 1	EA	\$2,000.00	2	\$4,000
Section Sub Total:					\$994,890
Section PERMANENT EROSION CONTROL					
Item Number	Item Description	Units	Unit Price	Quantity	Cost
700-6910	PERMANENT GRASSING	AC	\$700.00	1.00	\$700
700-7000	AGRICULTURAL LIME	TN	\$55.00	3	\$165
700-8000	FERTILIZER MIXED GRADE	TN	\$400.00	1	\$400
700-8100	FERTILIZER NITROGEN CONTENT	LB	\$3.00	50	\$150
700-9300	SOD	SY	\$5.00	350	\$1,750
716-2000	EROSION CONTROL MATS, SLOPES	SY	\$1.00	500	\$500
Section Sub Total:					\$3,665

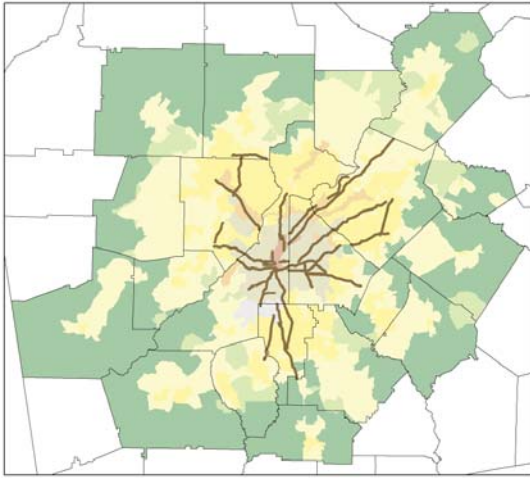
Section TEMPORARY EROSION CONTROL					
Item Number	Item Description	Units	Unit Price	Quantity	Cost
163-0232	TEMPORARY GRASSING	AC	\$300.00	1	\$300
163-0240	MULCH	TN	\$150.00	25	\$3,750
163-0300	CONSTRUCTION EXIT	EA	\$1,000.00	1	\$1,000
163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	LF	\$20.00	100	\$2,000
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	\$150.00	10	\$1,500
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	\$1.00	1,000	\$1,000
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	\$500.00	1	\$500
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	\$55.00	10	\$550
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	\$3.00	1,000	\$3,000
Section Sub Total:					\$13,600
Section SIGNAL					
Item Number	Item Description	Units	Unit Price	Quantity	Cost
615-1200	DIRECTIONAL BORE	LF	\$10.00	400	\$4,000
647-1000	TRAFFIC SIGNAL INSTALLATION NO-1	LS	\$125,000.00	1	\$125,000
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	\$3.00	400	\$1,200
Section Sub Total:					\$130,200
Section SIGNING & MARKING					
Item Number	Item Description	Units	Unit Price	Quantity	Cost
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	\$14.00	50	\$700
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	\$18.00	50	\$900
636-2070	GALV STEEL POSTS, TP 7	LF	\$10.00	100	\$1,000
636-2090	GALV STEEL POSTS, TP 9	LF	\$10.00	100	\$1,000
653-0120	THERMOPLASTIC PVM T MARKING, ARROW, TP 2	EA	\$75.00	6	\$450
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	\$0.50	3,100	\$1,550
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	\$0.50	2,200	\$1,100
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	\$4.00	48	\$192
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	\$2.00	910	\$1,820
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	LF	\$0.50	150	\$75
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	\$4.00	500	\$2,000
654-1001	RAISED PVM T MARKERS TP 1	EA	\$5.00	60	\$300
654-1003	RAISED PVM T MARKERS TP 3	EA	\$5.00	30	\$150
Section Sub Total:					\$11,237
Total Estimated Cost:					\$1,153,592.00
Subtotal Construction Cost					\$1,153,592.00
10% Contingency					\$115,359.20
Total Construction Cost					\$1,268,951.20
Relmb. Utilities ¹					\$545,000.00
Grand Total Project Cost					\$1,813,951.20
¹ Utilities =relocation of 2 utility vaults at \$500,000+ 2 utility poles x \$10,000 per pole + \$25,000 for other utility relocations (assumed)					



Supplemental Materials

(referenced in Project Overview)

Redevelopment Corridors



Defining Narrative and Place Issues

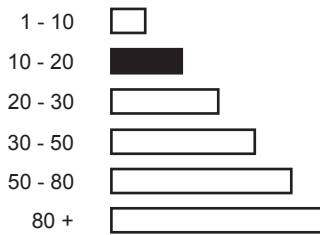
Redevelopment Corridors, shown in brown, are designated to reflect local policy. Some of these corridors function as retail centers for surrounding communities while many are major commuter routes for the region with high amounts of through traffic. The nature and needs of each may be unique to their location within the region.

While many of these areas can increase in employment and housing density, the amount of additional density depends on the local context especially the existing and planned transportation network. Many of these corridors are planned to have additional transit service within them including light rail, BRT and express bus.

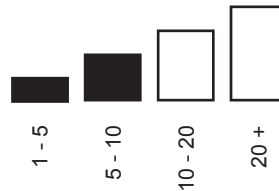
Redevelopment corridors may have high concentrations of aging commercial and retail space, and were often developed in a suburban, auto-oriented way. They are challenged by limited multi-modal options, which can lead to problems with congestion.

Recommended Densities

10 to 20 Units Per Acre
Based on Transit and
Infrastructure



1 to 10 Stories Based on
Local Context



estimation of gross density - actual density may vary



SR 8/Bankhead/DL Hollowell
MLK Jr. Drive
Northside Drive
Prior Street/ Ridge Avenue
SR 10/ SR/ 12/ Hwy 278
Buford Highway
Piedmont Road
Ponce de Leon Avenue

SR 754/ Canton Road
Cobb Parkway
Buford Highway
SR 141 Peachtree Industrial Blvd
Roswell Road

SR 85
Old Dixie Highway
Tara Boulevard

SR 754/ Canton Road
SR 8/ Bankhead/ DL Hollowell
Simpson Road
MLK Jr. Drive
Campbellton Road
Hwy 29/ SR 14
Cleveland Avenue
SR 85

Jonesboro Road
Prior Street/ Ridge Avenue
Glenwood Road
SR 10/ SR12/ Hwy 278
Scott Blvd/ Lawrenceville Hwy
Buford Highway
SR 141/ Peachtree Industrial Blvd
Roswell Road
Ponce de Leon Avenue
Tara Boulevard

Hwy 92/ Alabama Road
SR 754/ Canton Road
Cobb Parkway
Austell Road
SR 8/ Bankhead/ DL Hollowell
MLK Jr. Drive
SR 85

Old Dixie Highway
Jonesboro Road
SR 10/ SR 12/ Hwy 278
Scott Blvd/ Lawrenceville Hwy
Buford Hwy
SR 141/ Peachtree Industrial Blvd
Roswell Road
Tara Blvd

Hwy 92/ Alabama Road
Cobb Parkway
SR 85
SR 10/ SR 12/ Hwy 278
Scott Blvd/ Lawrenceville Hwy
Buford Hwy
Tara Boulevard

More Intense

Less Intense

Redevelopment Corridors

Implementation Priorities



- Develop minimum and maximum parking requirements for new and in-fill development along Redevelopment Corridors
- Develop road design guidelines that will create a multi-modal environment and are specific to the unique needs of individual Redevelopment Corridors
- Develop access management strategies along major thoroughfares



- See General Priorities



- Develop policies and establish design standards to guide new and in-fill development along Redevelopment Corridors
- Encourage retrofitting of existing corridors to create vibrant and diverse places
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and redevelopment of existing sites
- Encourage vertically and horizontally integrated mixed use developments that are well-connected to the regional transportation system and are locally appropriate



- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest extent possible



- Identify opportunities for redevelopment to enhance existing retail and service sector establishments and promote new economic development initiatives

Strategic Focus on Critical Regional Transportation Systems

To support the identification of specific transportation investments for the RTP, the PLAN 2040 Vision, Goals and Objectives are operationalized through identification of several critical, regional transportation systems. Similar to the UGPM, these systems articulate regional priorities for future investments and establish policy for the implementation of PLAN 2040.

Regional Strategic Transportation System

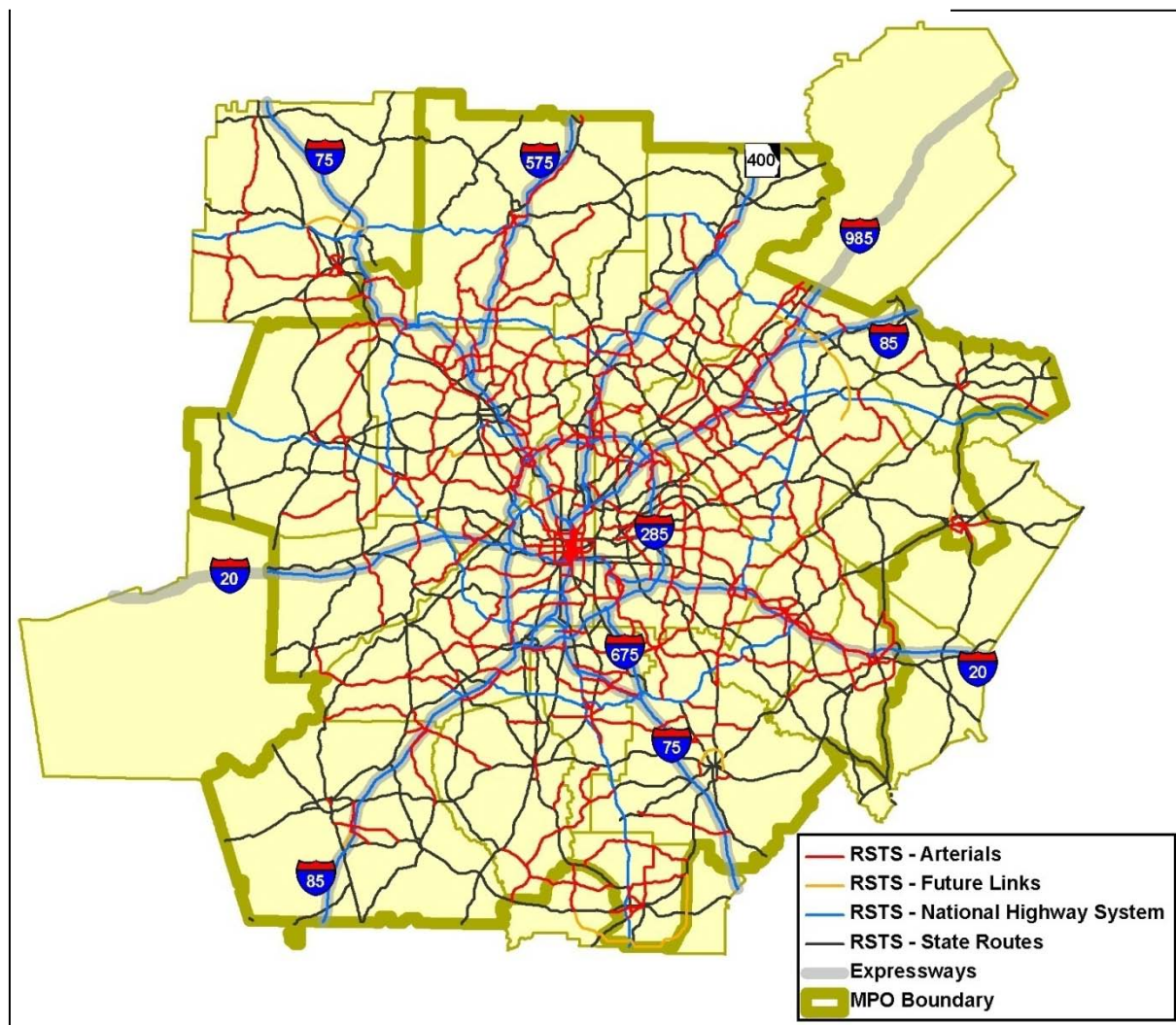
PLAN 2040 recommends focusing limited federal transportation funds on the Regional Strategic Transportation System (RSTS), developed in 2006 and updated as part of PLAN 2040 RTP development. The RSTS furthers the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods, including addressing current and future transportation demand. It is a critical element in identifying roadway and transit strategies. It is ARC policy to only fund roadway and transit capacity expansions on RSTS facilities. PLAN 2040 updated RSTS route designations, including a thorough review by regional stakeholders during PLAN 2040 development.

The RSTS accommodates the region's most critical trip movements and is comprised of (see Figure 3-3):

- Interstate highways and freeways,
- National Highway System (NHS) classified facilities and State highways, including intermodal connectors for freight facilities,
- Existing and future regional transit service, and
- Principal arterials, critical minor arterials and other facilities that provide continuous, cross-regional mobility, ensure adequate spacing of major roadways and connect regional activity centers, town centers and freight corridors.

These multimodal facilities and services operate on a regional scale and are essential in meeting mobility and accessibility goals. Major roadway system expansion or transit expansion may reduce congestion and provide additional travel choices as measured at a corridor or regional scale.

Figure 3-3: Regional Strategic Transportation System



Regional Thoroughfare Network (RTN)

The RSTS provides a framework for identifying regional facilities that are critical to the movement of goods and people, while identifying priority facilities for the use of federal-aid funding for capacity expansions. However, additional refinement of the RSTS is needed to help in policy planning. This need is met through the Regional Thoroughfare Network (RTN) identified in the Strategic Regional Thoroughfares Plan which defines guidelines and strategies for maximizing the effectiveness of the system as a whole, rather than its individual segments. More information on the Strategic Regional Thoroughfares Plan is available at www.atlantaregional.com/srtp.

A thoroughfare is a transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in the region. It is managed by applying special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all thoroughfare users. In light of this special

regional function, the thoroughfare network receives priority consideration for infrastructure investment in the Atlanta region.

The RTN has several purposes that further PLAN 2040 development:

- Identify guidelines and strategies to manage the operations of the RTN based on regional travel trends and land use characteristics.
- Serve as a priority network for performance monitoring (which is a Congestion Management Process requirement) and facilitate PLAN 2040 RTP Plan Management Process which is outlined in Chapter 6.
- Serve as the basis for selecting future locations for multimodal corridor studies.

As illustrated in Figure 3-4, the RTN is classified into levels that correspond with specific management guidelines and strategies.

Figure 3-4: Regional Thoroughfare Network

